

cured only one cure for his bond, Patrick Moran. Mr. Phelan did not appear disturbed. He said he would obey the injunction. In addition, "the boys know all about his to treat them. They need no instructions."

### NICKEL PLATE CATCHES IT.

Passengers from the East Left in Kensington Swamp.

CHICAGO, July 3.—The Nickel Plate road caught it today in earnest. All the engineers, firemen, brakemen and trackmen on the Chicago end of the line stopped work simultaneously and without warning, leaving things in a desperate state of confusion.

The worst effect of the walk out was in swampy regions several miles from the city, near Kensington. Here a whole trainload of passengers from the East were left to their own resources near the Stony Island Station.

They had been waiting hundreds of miles and then left practically in a wilderness, though almost within sight of their destination.

### CHICAGO'S PLIGHT WORSE.

Companies Willing that the Public Shall Suffer a Little.

CHICAGO, July 3.—The Pullman boycott is generally spreading, and each hour is covered by it. It widens. There is little change to be noted with respect to the roads already reported as in trouble. A few of them are struggling to move their passenger trains, but freight traffic is practically at an end.

The Chicago, Burlington and Quincy, which employs non-union men, is the only exception among the roads in Chicago.

The Chicago and Northern, which up to last night had escaped trouble, fell today in the line during the night, and today is completely tied up. Its suburban traffic is very heavy, and great inconvenience results from the stoppage of this branch of its business.

The Illinois Central, the Rock Island, the Milwaukee and St. Paul and Great Western all report a like condition. The Michigan Central and Michigan Southern have been suffering, because they employ non-union men, since the strike of the Illinois Central and Rock Island. Nevertheless, up to today they have been able to move their passenger traffic with comparative ease. The general tie-up at Detroit today stops the Michigan Central.

The Western Indiana terminal, over which the Grand Trunk, Chicago and Erie, Wabash, Eastern Illinois, Santa Fe and Monon routes enter the city, refused to handle freight traffic on their way to the city, but they are handling the passenger traffic with a reasonable degree of efficiency up to last night. All of these roads are again in trouble.

**Managers Won't Force the Fight.**  
A new difficulty is presented by the refusal of the engineers and firemen to work for less than \$3.00 a day. The green hands, and it is also doubtful that the railway managers themselves are not very anxious to force the fighting. They are exceedingly fearful of precipitating a strike on the 4th of July, and are playing a waiting game. They are making no serious effort to move their freight trains, but they are keeping up the passenger traffic. They also say that a suspension at this time is not an unmitigated disaster.

"We are taking things very easy," said one of them this morning. "We know perfectly well that the freight is in the country, and must be moved sooner or later. As all of our roads are involved in this thing, it makes no difference to us when the freight is moved, as we are all suffering from the same share of it. If any one or more of the roads was free from disturbance, it might rob the rest of our share, but we are all acting together, and this question has got to be solved sooner or later, and we feel that it might as well be now as ever."

"Let the Public Suffer."  
"We are perfectly willing that the public shall suffer, and that inconvenience to the strike means. It will not be lost before the money is paid. The suspension of this suspension will be felt very keenly everywhere, and then we believe public sentiment will be against our strike. We believe this is a much wiser way to settle these troubles than would be an attempt to force the thing and endanger the lives of large number of faithful men."

**Provisions Going Up.**  
The price of provisions are advancing very rapidly, and the hotels, restaurants and private caterers are feeling very keenly. Fruit, ice and all kinds of perishable provisions are commanding very high prices. The coal famine is becoming very serious, and a number of factories have been compelled to shut down. A number of breweries will cease operations today.

**Shipment of Grain to this City is Seriously Embarrassed.**  
The movement in every other commodity for that matter. There is, it is said, scarcely a ton of soft coal in this city, although usually 50,000 tons are burned daily. The ship to the Lake Shore.

At 6 o'clock to-night an attempt will be made to stop all trains on the Lake street "L" road. This line does not run Pullman cars, but Mr. Debs has called the firemen out because the Company is burning non-union coal. This is not hauled by the Panhandle road.

**Marine Engineers Act.**  
Land and water are to join hands in the strike, a dispatch from the engineers stated that the local union here had resolved not to handle any freight or freight hauled by any one of the boycotted roads. They said they had learned from a reliable source that the Pullman men, who are standing together with Thomas F. Dowd, President of the Local Union of Marine Engineers, are the secretary of the National Union. They added that, if that would not suffice, the Union would quit work whenever called out.

This news was cheerfully received and may result in a call out of the Union determined to cripple transportation by land and water. The strike of the Pullman men, who are standing together with Thomas F. Dowd, President of the Local Union of Marine Engineers, are the secretary of the National Union. They added that, if that would not suffice, the Union would quit work whenever called out.

There is no strike of the men on the St. Paul road, and Chicago. The men "nor will there be one unless it is ordered by this Committee. A year ago we had a strike all to ourselves and it was composed of the men of the same organizations. We think we are fully able to attend to our part of the business."

### NEWS OF CENTRAL POINTS.

St. Louis Situation—Denver Runs Short of Supplies.

(By Associated Press.)  
ST. LOUIS, July 3.—Officials at East St. Louis have received orders from President Debs to open out all A. R. U. men on the Big Four road. A dispatch from Moberly, Mo., says that all A. R. U. men on the Wabash, West, trunk and evening in aid of the Pullman boycott and against a recent reduction in wages of from 10 to 25 per cent. The trains in the yards are tied up.

At Wabash headquarters it was stated that since the arrival of the militia at Decatur the situation has materially improved. The passengers of two trains from Chicago, which have been held at Decatur since Sunday, arrived here last evening on a special train under guard and manned by a non-union crew.

Trains in all directions have been started out of Decatur, and the yards were cleared of delayed trains. All the road hauls on the Wabash will be cleared until the strike is settled.

Two hundred and fifty engineers, firemen, switchmen and all the night road force in the Wabash yards in this city went out last night.

**Strike on the Southwest.**  
In compliance with orders received from President Debs, Local Union No. 34, A. R. U., at Pine Bluff, Ark., last night declared a strike on the St. Louis and San Francisco road, to take effect at midnight. Thirteen labor organizations on the road, with a membership of 1,500, are affected by the order.

J. M. S. White, local freight agent of the Missouri, Kansas and Texas Railroad, announces that not a man on that road has shown up for work, and that his trains are moving without hindrance.

**Denver Hard Up for Supplies.**  
DENVER, July 3.—The strike here is in the hands of the General Committee composed of every department. The strike of the Santa Fe and the Colorado and the Rio Grande men still refuse to strike.

Potatoes, which last week sold for 10 cents, are now selling for 15 cents. Not more than 200 tons of coal is in the hands of dealers, and if the strike lasts more than a few days, the lines will have to stop running. The city has a three months' supply on hand.

Information has been received to the effect that the General Committee of seven engineers at La Junta for refusing to take out trains. The arrival of the troops was on their way from here to El Paso, N. M., where they will be relieved by troops from Las Vegas.

**Troops Arrive at Trinidad.**  
TRINIDAD, Col., July 3.—The United States troops arrived here last night. The strike of the Colorado and Rio Grande men was examined before the train was permitted to cross. The strike of the Colorado and Rio Grande men was examined before the train was permitted to cross.

**Union Pacific, Denver and Gulf Blockade was Raised by Deputy Marshals.**  
The Union Pacific, Denver and Gulf blockade was raised by Deputy Marshals, and the Santa Fe is getting its train service started out of the city.

**Tie-Up at Sioux City.**  
SIOUX CITY, Ia., July 3.—All roads here are practically tied up except the Chicago and North Western. The Chicago and North Western, which has just commenced work yesterday morning, and the Chicago and North Western, which has just commenced work yesterday morning.

**Strikers at Pueblo.**  
PUEBLO, Col., July 3.—The Rio Grande men, who are striking, are now in the city, and will now run trains on the Colorado and Rio Grande roads.

**Strikers at St. Louis.**  
ST. LOUIS, July 3.—The strike of the Pullman men, who are striking, is now in the city, and will now run trains on the Chicago and North Western roads.

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CHICAGO, July 3.—The strike of the Pullman men, who are striking, is now in the city, and will now run trains on the Chicago and North Western roads.

**Strikers at St. Paul.**  
ST. PAUL, Minn., July 3.—The strike of the Pullman men, who are striking, is now in the city, and will now run trains on the Chicago and North Western roads.

600 members of the A. R. U. and other railroad men, who are striking, are now in the city, and will now run trains on the Chicago and North Western roads.

**Michigan Militia Ready.**  
LANSING, Mich., July 3.—In response to information from the Sheriff of Calhoun County, Gen. Hich this morning ordered the militia to be in readiness at his armories and be in readiness to move to Battle Creek.

**Trying to Win Pennsylvania Men.**  
PITTSBURGH, Pa., July 3.—The Wabash switchmen, who are striking, are now in the city, and will now run trains on the Chicago and North Western roads.

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**FEDERAL AID IN CALIFORNIA.**  
SACRAMENTO, Cal., July 3.—United States troops have at last been called into use in connection with the great railroad strike in this State.

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